

PUBLIC COMMENTS (PC)-H

PC-H1

From: Donald Haddock [mailto:dhaddock@yahoo.com]
Sent: Wednesday, June 06, 2012 11:30 AM
To: Christina Byrne
Cc: Diane Hill
Subject: OCTA/405...I do not want alternative #3

Ms. Byrne,

I am completely opposed to alternative # 3. It took years to complete the bridge and new on-ramps at the Harbor Blvd and 405 interchange. It wasn't until that process was completed that new businesses started to re-appear and are still quickly filling up the empty lots near the freeway on Harbor Blvd. Any new construction that would hamper access to these new businesses or any future changes to access from the 405 to harbor blvd. for any period of time would negatively impact these businesses and once again hurt the city of Costa Mesa directly. We have had enough. Take option#3 off the table now. Costa Mesa will only be negatively impacted by this proposal . We as a city are completely against this.

sincerely,

Donald H. Haddock
276 Princeton Dr.
Cossta Mesa, Ca. 92626

From: Donald Haddock [dhaddock@yahoo.com]
Sent: Monday, June 11, 2012 5:57 PM
To: Parsons, 405.dedcomments
Subject: OCTA/405 ...No to alternative #3 for Costa Mesa...

PC-H2

To OCTA/405 Planning,,

I am completely opposed to alternative # 3. It took years to complete the bridge and new on-ramps at the Harbor Blvd.; the bridge at Fairview Rd., and 405 interchange. It wasn't until that process was completed that new businesses started to re-appear and are still quickly filling up the empty lots near the freeway on Harbor Blvd. Any new construction that would hamper access to these new businesses, or any future changes to access from the 405 to harbor blvd. for any period of time would negatively impact these businesses and once again hurt the city of Costa Mesa directly. We have had enough. Take option#3 off the table now. Costa Mesa will only be negatively impacted by this proposal . We as a city are completely against this and stand united to defeat the most expensive and ill-concieved alternative. NO!! on alternative #3

sincerely,

Donald H. Haddock
276 Princeton Dr.
Cossta Mesa, Ca. 92626

PC-H3

From: Patrick Halbert [phalbert@roadrunner.com]
Sent: Monday, June 18, 2012 7:07 PM
To: Parsons, 405.dedcomments
Cc: scrumby@sealbeachca.gov
Subject: Seal Beach - College Park East - Sound Wall

I live across the street from Almond Park in College Park East Seal Beach and I'm concerned about the lack of specific information of the different alternatives and their impact to the freeway wall which runs along Almond Avenue. I read a June 2012 District 4 City Council Newsletter which states all three alternatives involve moving the sound wall as far as 10 feet into CPE but none of the alternatives require the sound wall to be moved into Almond Park. What is the truth?

- Are there any drawings of how the wall will be moved in each area along CPE?
- What are the proposals of 'moving' the wall? Build new wall then tear down old?

How can the WCC project be completed without adding another carpool lane for the 22-405 HOV connectors? Does this mean the WCC and I-405 projects require a minimum of Alternative 2? Housing values have dropped significantly the past few years. I planned on retiring and selling my house in three years. I would image it would be more difficult to sell a house with a 48-54 month freeway project starting in 2015. Are there any forecast on the de-valuation of CPE homes?

Patrick Halbert
 4573 Almond Avenue
 Seal Beach, CA 90740

PC-H4

July 1, 2012

OCTA Board Member
 550 S.Main St
 PO BOX 14184 Orange CA 92863

TEL: (714) 560 6282

Dear Mr. GREGORY T. WINTERBOTTOM,

I am a resident of the City of Seal Beach College Park East Community. I am asking you to vote for Alternative 1 for the I-405 Freeway Improvement project. This alternative will have the most limited community and environmental impacts compared to any other alternative. The community believes this alternative is the most best choice because:

1. Alternative 1 does not encroach 10 feet into Almond Avenue which has an existing soundwall that protects the community. If this wall is torn down and a new wall is built for widening the I-405, it will make Almond a one way street. In case you were not aware, Almond Street is a dedicated Tsunami escape route and the only community access route out from the College Park Community. Almond Street needs to be wide and two way configuration is needed in order to serve as an escape route due to floods and/or Tsunamis.

2. Alternative 1 also impacts to existing parks will at Astor Street and at Orleander Street. Like many of parks in our community, children play and senior citizens walk along Almond Street every day. Mothers and their children walk use these parks every day. An alternative that encroaches into our community will create expose families and children to more vehicle exhaust which causes respiratory problems, lung disease and/or lung cancer. The closer the freeway is closer to our community, the more exposed to vehicle exhaust and harmful toxics.

3. Funding is only available for Alternative 1. Alternative 2 has a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario.

Sincerely,

Ruth

RUTH G. HALLETT
 3661 WISTERIA ST.
 SEAL BEACH, CA 90740

*Please don't let the
 wall be torn down!*

PC-H5

From: Michelle Halligan [michellemccready@gmail.com]
Sent: Thursday, June 14, 2012 4:26 PM
To: Parsons, 405.dedcomments
Subject: Public comment on 405 expansion

Hello Smita,

I just wanted to share my thoughts on the proposed changes to the 405. I support the first two options listed in this OC Register article: <http://www.ocregister.com/news/option-358779-third-westminster.html>

"The first option is to widen the I-405 by adding a single general-purpose lane in each direction from Euclid Street to I-605.

The second option would do the same thing as the first and also add a general-purpose lane in the northbound direction from Brookhurst Street to the Seventh Street exit on the 22 and a second general-purpose lane southbound from Seal Beach Boulevard to Brookhurst."

I do not support the third option mentioned because of the toll lane. I do not think it would be effective. I am a Huntington Beach resident and my neighbors and I know plenty of side street options to avoid the freeway during peak hours. We would never pay a toll for that stretch of road. The toll lane may attract some support from those who commute into Orange County from Long Beach, but I think their traffic concerns would be better assuaged by adding multipurpose lanes in both directions and/or improving the 22.

Good luck with this complex project.

Regards,

Michelle

PC-H6

From: Dan Happoldt [dpoolman@socal.rr.com]
Sent: Monday, July 16, 2012 8:58 PM
To: Parsons, 405.dedcomments
Subject: ROSSMOOR/405

Gentlemen: As a 35 year resident of Rossmoor with 4 families and 7 grandkids in this area , I urge you to do more studies on the tremendous impact these additional lanes will have on us .

The noise, pollution and traffic congestion that will be created is not acceptable. To NOT do an impact study on Rossmoor residents is amazing to me . You have done all these other "environmental studies" but nothing on the people who will be the most affected by your decisions.

We residents are already seeing the tremendous traffic congestions on Los Alamitos Blvd caused by the widening of lanes and the bridge rebuild to Seal Beach as traffic is diverted there to access the 605 North And we will have more years of this until 2014 !!!!

That is just 1 project ! Now you want more years of congestion with this new project !

It would seem appropriate that you would coordinate this project with LA County to widen the 405 into that area so there would be no "bottleneck" at Rossmoor area.

Have the Transit authorities of Orange and LA Counties even tried to coordinate this monster project ????

I urge you to reconsider this undertaking

Regards, Dan Happoldt
12201 Chaucer Rd.
Rossmoor , Ca. 90720-4534
dpoolman@socal.rr.com

PC-H7

From: claudia.harden [nuwyldkt@yahoo.com]
Sent: Thursday, June 21, 2012 9:34 AM
To: Parsons, 405.dedcomments
Cc: Gary Miller
Subject: 405 project

We oppose any changes to the 405 that involve moving the soundwall along the College Park East neighborhood in Seal Beach. As it is now, we are subject to substantial noise and air pollution from the current configuration. To increase that not only during construction of additional lanes but also to make the increase permanent once the construction is complete is unthinkable. The additional lanes will not benefit the thousands of people whose lives will be disrupted by the additional noise and pollution because even if they are regular commuters along that section of the 405 they won't have access to those lanes. In addition to that, the project has a reported shortfall of \$625 million dollars! That alone should make you stop and think, "is this really necessary?". We have put up with months and months of disruption from the current realignment of lanes, rebuilding of bridges, etc. We still have the Seal Beach bridge rebuild to go through - this will make CPE residents virtual prisoners - cut off from old town Seal Beach and most of Long Beach - while it's being constructed. When it's done it will be worthwhile, but there seems to be very little merit to the 405 project.

Claudia Harden
4132 Birchwood Ave
Seal Beach, Ca 90740

PC-H8

From: Betts2021@aol.com
Sent: Sunday, June 24, 2012 3:59 PM
To: Parsons, 405.dedcomments
Subject: 405 Improvement Project

After reading about the plans for "improving" the 405 I am adding my comment as follows: Option 2 - which proposes to add two new general purpose lanes will improve the bottleneck areas, not require toll charges, and not demolish and rebuild any overpasses is the ONLY sensible option.

Betts Harley
2021 Irvine Ave., Costa Mesa, Ca.

PC-H9



I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 - Orange Coast Community College ☐ Thursday, June 7, 2012 - Rush Park Auditorium
☒ Wednesday, June 6, 2012 - Westminster Community Center ☐ Thursday, June 14, 2012 - Fountain Valley Senior Center

Name (First and Last): <u>11040 HARING</u>	
Organization: _____	
Address (Optional): <u>16290 JIM ST. WESTMINSTER CA 92683</u>	
Phone Number: <u>714-842-7149</u>	Email address: <u>11phjim@aol.com</u>

Comments: Options 1 and 2 are reasonable. Option 3 is out of the question because it did not work on the 91 freeway. The obvious missing option that would work best would be an additional carpool (not express-toll lane) lane and an additional GP lane in each direction.


The idea that anyone would want toll lanes is insane except to money hungry agencies!

(Space for comments continued on reverse)



PC-H10

PC-H11



I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☒ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Rebecca Haring</u>	
Organization: _____	
Address (Optional): <u>16290 Jim St. Westminster, CA 92683</u>	
Phone Number: <u>714-842-7149</u>	Email address: <u>lrphjim@aol.com</u>

Comments: you need an option 4 - another carpool lane and another GP lane. Am against any toll lanes. Would go for either 1 or 2 but definately not 3
Why repeat mistakes like the 91 and the so called Orange Crush that is still a mess

(Space for comments continued on reverse)

From: Nicholas Harris [nghfoods@gmail.com]
Sent: Sunday, July 15, 2012 1:02 PM
To: Parsons, 405.dedcomments
Subject: 405 widening


Please leave the existing sound wall up: I believe in the following suggestions

- o End the 405 Improvement Project at ValleyView Street and use the existing seven lanes of 405 between Valley View Street and the LA County line in any manner desired for the optimum traffic flow.
- o If either Alternatives 2 or 3 are chosen, end either one or both of the new lanes at Valley View so that they only have to take away one or no lanes at the county line instead of 2 lanes.
- o Use rubberized asphalt on the 405 between Valley View and the LA County line to minimize noise
- o With a center line movement, a 4 foot inside shoulder and 405 realignment, the Almond Avenue sound wall will not need to be removed into SB College Park East.
- o A 4 foot inside shoulder on the south side of the freeway is acceptable, why not on the north side of the freeway? The sound wall would not need to be moved.

Thank You
Nick Harris

PC-H12

PC-H13

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): RICHARD HARRISON
Organization: Labon-Lorel 652
Address (Optional): 952 W 17th ST APT-D COSTA MESA CA 92627
Phone Number: 415-686-2471 Email address: _____

Comments: WITH THE POPULATION GROWING THE FREEWAY
NEEDS TO BE IMPROVED TO HANDLE THE CROWDS
IT TAKES WAY TO LONG TO GET AROUND
I WAS BORN IN ORANGE COUNTY AND SEE
THE PROBLEM

(Space for comments continued on reverse)

From: reem hashem [rhashem@hotmail.com]
Sent: Sunday, July 15, 2012 9:12 PM
To: Parsons, 405.dedcomments
Subject: I-405 Improvements project

Hello,
I am glad to see this environmental document under way, for the traffic issues along this corridor must be dealt with.
However, I see many flaws in this whole process and approach for widening the I-405:

- The DEIS does not take into consideration (as a final alternative) the need for mass transit as an integral part of the solution. Pouring concrete and charging toll are not long-term solutions. 1
- Charging toll pours right into the realm of the "haves" and the "have nots". 2
- Modeling after the SR-91 toll freeway is not completely valid as the toll lanes are not fully utilized throughout the day, leaving the congestion in the mainlanes unbearable. 3
- This very discussion of expanding the freeway comes at a time when OCTA is championing the intermodal facility to be located in Anaheim (ARTIC). The ARTIC supports mass transit operations, bus and Metrolink rail, and eventually high speed rail. How can the officials at OCTA encourage the ARTIC and yet tell the public that mass transit is not an option on the I-405 ??? 4
- It is quite astonishing that OCTA would even think of going into further debt to build Alternative 3, at the very time that the state's and Cities' budgets are in shambles. Who will pick up the bill? our grandchildren? 5
- I believe that a better option than Alternative 3 would be to call those lanes in the center of the freeway "managed lanes" which can include: HOV, HOT, Park and Ride buses, and possibly train service such as a People Mover (monorail). This would make it much easier to stomach and it would make CA a pioneer in solving the transportation problem. 6

Finally:

- We should only build what we can afford today with today's money that we have in the bank. 7
- We need to expand mass transit (park and ride and passenger rail) through a sound masterplan that covers the entire state of CA. That's forward thinking. Regards, 8

PC-H14

From: Bill Haslett [bhaslett36@msn.com]
Sent: Friday, June 15, 2012 8:41 AM
To: Parsons, 405.dedcomments
Subject: I-405 "Improvement" project

Name: William Haslett
3590 Sunflower Circle
Seal Beach, CA 90740
562-799-6729
BHASLETT36@msn.com

I attended the session this past Tuesday June 12th at the Seal Beach Tennis Center hosted by our City planning organization. They requested that we provide comments in writing on the project.
All residents of College Park East are concerned over the significant impacts in the proposals as well as the egregious gaps in the environmental impact report.

1. What are the sound level impacts to the community? Increased traffic and the gridlock caused by the funnel effect of the project will raise sound levels in the residential areas. Today, the noise of the traffic is heard on Lampson Avenue. Therefore, we assume that sound levels and associated sound attenuation will propagate to Lampson as well.
2. Will retrofits to windows and doors in the community be funded as a part of this effort as is done in areas close the airports when expansions occur? If not, why not?
3. There are new EPA regulations being brought out related to airborne particulates. Where is this being addressed? Was it covered in the EIR?
4. What are the expected health ramifications of the proposed changes?
5. What will be done to minimize the particulate fallout in local households? The location being close to the ocean moderates the temperatures and as such people use the late afternoon ocean breezes to cool their homes. With this increased traffic, soot from the pollution will increase the dirt in our homes.
6. We understand that there is not planned change to the lanes from the LA County line North. This being the case, how does creating this funnel of traffic to the LA County line "Improve" traffic?
7. With the daily Marine layer in the area, combined with the funnel effect and expected gridlock, does it not create an inversion layer that will exceed EPA mandated levels? With the on shore flow, all of these pollutants will be pushed into the College Park East neighborhood, having a significant carcinogenic effect.
8. Financing. Since this is funded with Measure M, based on sales taxes and the 2008-2011 recession driving significant reductions in spend and therefore sales tax income, how have the funding projections been adjusted to accommodate?
9. Local traffic within College Park East. Should OCTA decide to move the freeway wall, taking away 10 feet of Almond AVE., the residents will lose several thousand feet of parking space. Each week, there is street cleaning causing people to move their vehicles and park on Almond Ave. Has this impact been reviewed? Has anyone actually observed the traffic and parking patterns?
10. Wall installation. I was told that the report does not provide construction sequencing information therefore we are unable to ascertain the real and true impacts. That is, since the wall would be torn down, the construction sequence becomes critical to local residents. it would be important that the new wall be constructed before the old wall is removed.

1

2

3

4

5

PC-H14 Continued

11. Animal impacts. Over the years, various creatures have come to use the area of the wall as a nesting area. Several times in the past decade we have had Turkey Vultures nesting in this area along the existing wall. How will this impact their habitat?

5
Cont.

I look forward to your responses to these questions.
William Haslett

PC-H15

From: Jerry Hayes [jerandcarol@sbcglobal.net]
Sent: Tuesday, July 17, 2012 4:35 PM
To: Parsons, 405.dedcomments

Committee on #3 to widen 405:
Whey tear down the Fairview onramp to the 405? This project was done recently and will only add to the traffic cut through though Halecrest tract. Not a sensible plan for Costa Mesa!!
Carol Hayes

1

PC-H16

From: Jen Hayter [jenhayter@gmail.com]
Sent: Sunday, July 15, 2012 2:10 PM
To: Parsons, 405.dedcomments
Subject: College Park Seal Beach wall issue

I have been a homeowner in College Park, Seal Beach, for the past 26 years. I am extremely upset over the movement of the Almond Ave. wall. I am upset over the lack of regard to residents of this area. There will be a loss of parking along Almond Ave. Where do cul-de-sac residents park on street sweeping day? Almond will become a sub standard street. Have you checked into the increase noise, air pollution and safety hazards this will cause College Park residents? Due to prevailing on-shore winds, there will be an increase noise and pollution. Why have the air quality impacts for this area not discussed in the EIR? Why did the EIR not study the greater health risks due to increased vehicle emissions? LA county has no plans to add additional lanes at the county line. How far south/west will the backup extend along both the 22 and 405 freeways. As a voter, tax payer, and resident I am asking for this project to be scraped. Jennifer Hayter

1

PC-H17

From: Heather [heathersillusions@yahoo.com]
Sent: Tuesday, July 03, 2012 4:01 PM
To: Parsons, 405.dedcomments
Subject: Alternative 3

I vote against Alternative 3 for the 1 405 Improvement Project. This suggested Plan is too expensive and ill conceived.

Thank You.

Sent from my iPad

1

PC-H18

From: phjoanhemphill@gmail.com
Sent: Sunday, July 01, 2012 10:45 AM
To: Parsons, 405.dedcomments
Subject: Draft EIR comments

I am a resident of Leisure World. Leisure World has the Haynes power plant directly behind, the 405 running very close on the side opposite and the 22 west/605/405 interchange very, very close to our boundary on our north. The close proximity of these sources of pollution poses a threat to our health, and the noise they generate is a constant source of annoyance and disruption of our peace. Since last year and continuing into at least 2014, we are experiencing and will experience inconveniences associated with the improvements to the 22 and the 405 to connect the carpool lanes on those freeways and improve their juncture. Traffic is already very heavy on Seal Beach Boulevard and Westminster and will get much worse when the bridge over the 405/22 west is taken down and reconstructed. It is already difficult during certain times of the day to get out of Leisure World onto either of these major arteries, and I am anticipating long delays exiting and entering when the bridge work begins.


Because of the omnipresence of heavy traffic in my community--the constant, loud noise of the freeways and the pollution that the traffic brings--I oppose widening of the 405 in Seal Beach and Long Beach. Apart from my own dismay at the thought of more noise and more pollution, it is obvious to me that widening the freeway yet again will not solve our longterm transportation problems. And from my point of view, the ability of commuters to have a bit less congestion for a mile or so is not worth the permanently raised noise and pollution levels.

1

Patricia Joan Hemphill
 13301 Fairfield Lane #183A
 Seal Beach, California 90740

PC-H19

PC-H20



I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):


☒ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Dave Henderson</u>	
Organization: <u>NONE</u>	
Address (Optional):	
Phone Number: <u>562) 697-3775</u>	Email address: <u>DaveH1910@hotmail.com</u>

Comments: Yes, make the freeway wider!
The traffic is horrible. Very
backed up. Bumper 2 bumper traffic

(Space for comments continued on reverse)



I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☒ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>NIDIA HENRIQUEZ</u>	
Organization:	
Address (Optional):	
Phone Number: <u>(818) 602-1253</u>	Email address: <u>qucaxyc@hotmail.com</u>


Comments: I hope the 405 improvements go through because
this freeway really needs it. It takes me such a long time
to travel from work to home, and vice versa.

(Space for comments continued on reverse)

PC-H21

PC-H22



I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☒ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>JASON HERBERT</u>	
Organization: <u>Pumbers Local # 78</u>	
Address (Optional): <u>30397 Big River Dr. Longwood, Ca. 92587</u>	
Phone Number: <u>(310) 334-9630</u>	Email address: <u>jherbert151@gmail.com</u>

Comments: Awesome!!!

(Space for comments continued on reverse)

From: Christian Herc [christianherc@yahoo.com]
Sent: Sunday, July 15, 2012 7:02 PM
To: Parsons, 405 dedcomments
Subject: OCTA I405 Improvement Project

Dear OCTA,


As a concerned resident of Rossmore I find it very worrisome that in addition the lanes under construction at the 405/605/22 exchange currently, the county is looking to further expand traffic and thus pollution. I would request that OCTA conduct further air quality tests prior to engaging in such an expansion. Furthermore, there are numerous articles outlining the the inherent danger with freeway pollution.

Example: <http://latimesblogs.latimes.com/greenspace/2011/04/freeway-air-pollution-brain-damage-mice.html>

Thanks, Christian Herc

PC-H23

PC-H24

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):


☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Antonio Hernandez
Organization: _____
Address (Optional): 678 E. Ma Jackson Ave. Santa Ana
Phone Number: _____ Email address: _____

Comments: Traffic is increasing and only getting worse, this project would create jobs and revenue for city and county. It will also help our frustration of the bridges and streets.

(Space for comments continued on reverse)

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Felipe Hernandez
Organization: Local 659 Laborers
Address (Optional): 2601 W. Hall Ave. Santa Ana Calif
Phone Number: 714 436-5794 Email address: _____

Comments: MUCHO TRAFICO
E B I del
A gun lo-ese trabajo

(Space for comments continued on reverse)

PC-H24 Translation

Comment:

There is a lot of traffic every day, do this job.

1

PC-H25

**I-405 Improvement Project
Public Hearing
Comment Sheet**

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Gerardo Hernandez
 Organization: _____
 Address (Optional): 7501 Olive Av. #7 Long Beach, CA 90806
 Phone Number: (562) 9261258 Email address: _____

Comments: MUCHO TRAFICO Y MUCHO TIEMPO QUE
PIERDEN LAS PERSONAS PARA TRANSPORTARSE
DE UN LUGAR A OTRO MUCHAS ACCIDENTES
POR LO MISMO QUE ASI MUCHO TRAFICO

(Space for comments continued on reverse)

1







PC-H25 Translation

Comment:

There is a lot of traffic and people waste a lot of time traveling from one place to another. There are a lot of accidents because there is a lot of traffic.


1

PC-H26

		I-405 Improvement Project Public Hearing Comment Sheet	
<small>Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.</small>			
Meeting Venue (please check one of the following):			
<input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College		<input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium	
<input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center		<input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center	
Name (First and Last): <u>Jose Luis Hernandez</u>			
Organization: <u>Local 416</u>			
Address (Optional): _____			
Phone Number: <u>(323) 573-1034</u>		Email address: _____	
Comments: <u>This will help me to pay my</u>			
<u>ret my bills etc.</u>			
<u>not just me it will help everybody.</u>			
_____ _____ _____ _____ _____			
<small>(Space for comments continued on reverse)</small>			
			
			

PC-H27

PC-H28

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):


☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Ramiro Hernandez
Organization: Local 416
Address (Optional):
Phone Number: (323) 559-0898 Email address:

Comments: Save a lot of time } 1

(Space for comments continued on reverse)

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Ray S. Hernandez
Organization: Cement Masons Local #500
Address (Optional): 111 S. Jackson St. Santa Ana Ca. 92704
Phone Number: (714) 612-0819 Email address: Hernandez Ray 55@yahoo.com

Comments: We need more lanes for more cars } 1

(Space for comments continued on reverse)

PC-H29

From: Mary Herrera [MHH30@msn.com]
Sent: Monday, June 18, 2012 2:33 PM
To: Parsons, 405.dedcomments
Subject: College park East Seal Beach Ca Soundwall

Hello Smita Deshpande,

You do not know me and that is ok just hear me out. I have lived in College Park East, in Seal Beach CA for 27 Years. I grew up in Los Alamitos, but picked Seal Beach to purchase our home on Fern Cir. a cul-de-sac to raise our three kids. I am now raising my Grandchild here.

The freeway noise does not bother me that much I have learned to live with it, but I am very opposed to the moving of the sound wall closer to my home. It would mean the noise would be closer to my home, more pollution closer to my home, the sound wall closer to my home. This is not fair to our community here or my family. I purchased my home knowing the freeway was already there, but never to think you would expand our way!

Yes we have too many cars on the freeway, but that is not my fault and should not be punished for it! That is what I feel you are trying to do to us. Please find another solution to the freeway expansion, is it really necessary?

Who are you trying to please the drivers that use the freeway everyday that could careless about our homes? How would you feel if you lived in our Track, I would hope you would think like I do!!

Thank you for taking the time to read this, just hope you make the right decision!

Mary, Joe, Angelina, Joseph, Stone, Gavin, Natalie and Cash Herrera
3561 Fern Cir, Seal Beach, CA 90740
562-594-4196

1

PC-H30

From: Garry Herron [garryherron@roadrunner.com]
Sent: Thursday, June 14, 2012 4:00 PM
To: Parsons, 405.dedcomments
Subject: Our concerns about the upcoming I-405 widening project

To:

Smita Deshpande
Branch Chief - Caltrans District 12
"Attn: 405 DEIR / DEIS Comment Period"
2201 Dupont Drive
Suite 200, Irvine, CA 92612

From:

Garry and Kathleen Herron
4373 Elder Avenue
Seal Beach, CA 90740

We are homeowners and residents in the College Park East neighborhood of Seal Beach, and we have concerns about this proposed project that are not addressed to our satisfaction by the Draft EIR documents which we have reviewed. Our concerns are based on the fact that our neighborhood is immediately adjacent to the I-405/SR22 freeway, and therefore any increase in the size of that freeway will have immediate, long-term and lasting impacts on our living environment and quality of life.

More specifically, it appears to us that the Draft EIR Report has not thoroughly studied the adverse effects of several potential consequences that would come from this project, and so there seems to be no plan or intent to mitigate these negative consequences. These consequences include such things as:

- Increased traffic noise.
- Increased air pollution due to the increase in traffic.
- Narrowing of Almond Avenue, a neighborhood street that parallels, and is immediately adjacent to, the freeway.
- Increased congestion on Seal Beach Blvd. and Lampson Ave.

1

The resulting negative effects could have a significant adverse impact on our living environment and quality of life.

We would appreciate a response acknowledging and addressing our concerns.

Thank you.

Sincerely,

Garry and Kathleen Herron

PC-H31

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605
and Draft EIR/EIS

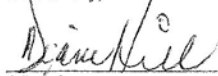
I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.


Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I-405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,


(Name)


(Address) (City)

____ Please keep me informed about future hearings and future steps in the review process for the I-405 project.

PC-H32

From: Richard Hilliker [rwhilliker@hotmail.com]
Sent: Monday, July 16, 2012 10:02 PM
To: Parsons, 405.dedcomments; Richard Hilliker
Subject: 405 extension question

Hi,

Can you please tell me why the pylons are being installed on the shoulder of the transition road from the North 405 to North 605? I did not see them on the plans and it appears a ramp is going up. I live right behind it on Martha Ann.

Thank you,

Richard Hilliker

PC-H33

From: Michael Hoag [villageat@cox.net]
Sent: Tuesday, July 17, 2012 11:44 AM
To: Parsons, 405.dedcomments
Subject: I-405

We all know and understand that auto centric infrastructure is not sustainable.
Pick oil, pollution, consumer expense.
The awful truth is car manufactures can make cars faster then we can increase road capacity.
A 101 course in transport / mobility planning makes it clear that making bigger roads generates more car trips.

PC-H34

July 1, 2012

OCTA Board Member
550 S.Main St
PO BOX 14184 Orange CA 92863

TEL: (714) 560 6282

Dear Mr. *Gregory T. Winterbottom*
Vice Chairman, Public member

I am a resident of the City of Seal Beach College Park East Community. I am asking you to vote for Alternative 1 for the I-405 Freeway Improvement project. This alternative will have the most limited community and environmental impacts compared to any other alternative. The community believes this alternative is the most best choice because:

1. Alternative 1 does not encroach 10 feet into Almond Avenue which has an existing soundwall that protects the community. If this wall is torn down and a new wall is built for widening the I-405, it will make Almond a one way street. In case you were not aware, Almond Street is a dedicated Tsunami escape route and the only community access route out from the College Park Community. Almond Street needs to be wide and two way configuration is needed in order to serve as an escape route due to floods and/or Tsunamis.

2. Alternative 1 also impacts to existing parks will at Astor Street and at Orleander Street. Like many of parks in our community, children play and senior citizens walk along Almond Street every day. Mothers and their children walk use these parks every day. An alternative that encroaches into our community will create expose families and children to more vehicle exhaust which causes respiratory problems, lung disease and/or lung cancer. The closer the freeway is closer to our community, the more exposed to vehicle exhaust and harmful toxics.

3. Funding is only available for Alternative 1. Alternative 2 has a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario.

Sincerely,

Frank S. Hogate
1517 Buena Ave
Seal Beach, CA 90740

PC-H35

From: mbh@presstimeprinters.com
Sent: Saturday, June 23, 2012 1:11 PM
To: Parsons, 405.dedcomments
Cc: Randy Holbrook, mholbrook@pdlawyers.com; Frances Gabler; sheilley@presstimeprinters.com
Subject: 405 Project

To Whom it May Concern:

I am writing in regards to the 405 expansion project to express my support for Proposal #3 with the express lanes.

I use the 405 daily to commute between Los Alamitos and Costa Mesa. In my opinion, Proposal #3 is the proposal that is most likely to significantly shorten my daily commute time. In addition to adding the general purpose lanes contemplated by proposal #1, proposal #3 will also make better use of an existing, but underutilized carpool lane, while adding a second toll lane and help fund itself through the tolls collected--features lacking in both alternative proposals.

Traditional carpool lanes are a joke--based on my own experience and observations, it is clear that most people using the carpool lanes are either (i) parents driving their children around or (ii) company trucks transporting crews of people. In the vast majority of cases it doesn't appear that the carpool lane has actually served to remove any meaningful number of cars from the road; it appears that the cars in the carpool lane would have had the same number of occupants whether or not the carpool lane even existed.

By turning the existing carpool lane into a dual purpose carpool/toll lane, the existing lane should serve a greater number of people than it currently does. Additionally, the two toll lanes will, over time, help to pay the costs of the project and any associated maintenance costs. Proposals #1 and #2 will do neither.

For the foregoing reasons, I believe that Proposal #3 will be the most beneficial to all Orange County residents and should be selected.

Matthew B. Holbrook
12432 Rainier Cir.
Los Alamitos, CA 90720
(714) 342-1276

PC-H36

From: Deborah Holzhauer [nursedeborah@gmail.com]
Sent: Monday, July 16, 2012 11:55 PM
To: Parsons, 405.dedcomments
Subject: Personal Comment Re: 405 Improvement

I think it is very important for both Los Angeles and Orange counties to work together on the 405 improvement project.
It would be ridiculous to improve the 405 without following through on traffic mitigation into Orange County. It would lead to a disastrous bottleneck resulting in gridlock. If you are going to do the job, please do it right. Don't skimp on quality and common sense due to politics. This is a crucial improvement project that must be done right the first time to avoid wasting taxpayer's money and causing prolonged public inconvenience.

Please think about the obvious trends with the car pool lanes and HOV lanes. If you add more lanes to accommodate only those vehicles and they too become overcrowded, it will ultimately become a moot point.

I think widening the 405 is necessary but if it means there are significant problems with land acquisition resulting in eminent domain issues, I would encourage you to strongly consider building a double-decker freeway like San Francisco uses.






Thank you for allowing me to submit my opinions and recommendations.

1

2

3


PC-H37

 I-405 Improvement Project Public Hearing Comment Sheet	
Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.	
Meeting Venue (please check one of the following): <input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center	
Name (First and Last): <u>MATTHEW Hough</u> Organization: <u>Local 416</u> Address (Optional): _____ Phone Number: <u>(909) 509-7412</u> Email address: <u>MatthewHough@405.com</u>	
Comments: <u>This project will not only help meet the demand for less traffic jams and safer highways. It will personally benefit my life as a commuter and a father.</u>	
(Space for comments continued on reverse)	
<div style="display: flex; justify-content: space-around; align-items: center;">     </div>	

1

PC-H38

PC-H39



I-405 Improvement Project

Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Antonio A. Huerta</u>	
Organization: _____	
Address (Optional): <u>818 42 Vine Av.</u>	
Phone Number: <u>714-418-3653</u>	Email address: _____

Comments: We need to start work
on the Freeways.

(Space for comments continued on reverse)

From: Maria Huang [maria_david168@yahoo.com]
Sent: Tuesday, June 19, 2012 9:34 AM
To: Parsons, 405.dedcomments
Subject: Leave our Wall Alone (at College Park East)

We are the residents at College Park East, we urge you to please leave our sound wall alone when you expand the 405 Freeway. The reasons are:

1. There will still be a bottle neck at the 605 freeway even if you expand 10 ft for 405 freeway, because LA County is not expanding the 405 freeway on their side of the county line.
2. The residents at College Park East will have increased noise and pollution and other health problems.
3. Our property value at College Park East will likely to go down.
4. By taking 10 ft off Almond Street to expand 405 freeway, our Almond street will be narrower and become unsafe for our kids, runners, bikers, walkers...

Sincerely,

Maria & David Huang
 4733 Dogwood Ave.
 Seal Beach, CA 90740

PC-H40

18 June 2012

Orange County Transportation Authority
Caltrans
Seal Beach City Council
Assemblyman Tom Harmon

Gentlemen:

We live in College Park East in Seal Beach, CA. We have lived here since 1981 and enjoy the small community very much.

We recently attended a meeting called by the Seal Beach city council to inform us of the Cal Trans plans for widening the 405 Freeway which runs along our track. Apparently the city council only expected a few residents to attend and were surprised that so many residents showed up with their comments and/or unhappiness on the plans. We were told there are three plans which are being considered. I believe most of residents' first choice would be a "no build" for the freeway which is none of the three plans for a variety of reasons. As it is now we must endure lots of noise from the freeway, especially when heavy trucks go by shaking our houses. There is also the pollution caused by the many vehicles going through this interchange of the 405, 605, and the 22 freeways. We understand it is one of the busiest interchanges and also have a record number of accidents. One item of major concern for our residents is the possibility of demolishing of the current sound wall. We were told the freeway would impinge into our track by removal of the parking lane in order to make space for the freeway. We totally object to this.

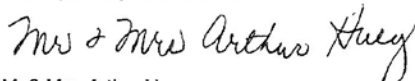
In addition, we were told was that this project is paid for by Orange County and only goes up to the county line. Los Angeles county has no plans to add additional lanes to the freeway which means there will be a great backup right at the Orange County line. It does not make much sense to widen the freeway and then to suddenly be back at square one with a narrower freeway. How does that help the congestion at the county line?

We were informed at least two other cities also object to the plans presented. We would believe other cities would also object for the same reasons that we have stated.

We feel that the least objectionable plan would be to add one lane in each direction of the freeway and not to demolish the sound wall and leave it as is.

We look forward to your recognizing our objections to your plans and seriously consider the residents' point of view to not remove the present sound wall nor take away the parking lane as it is.

Thank you for your attention.



Mr & Mrs. Arthur Huey
3520 Heather Circle
Seal Beach, CA 90740

PC-H41

From: Debbie Hufts [debbiehufts@gmail.com]
Sent: Monday, July 16, 2012 5:33 PM
To: Parsons, 405.dedcomments
Subject: comments on I-405 improvement project

Dear Parsons Group:

As a commuter and a Costa Mesa resident I understand the traffic problem on the I-405. Adding general purpose lanes in each direction starting at Euclid would help this problem, as outlined in option 1 and 2.

Just three years ago we endured the widening of Fairview, the demolition and rebuilding of the Fairview Bridge. The construction noise, pollution and extra traffic during the day was unbearable. Most nights, crews would work, dropping off and assembling heavy equipment and large pile drivers directly behind our home. Large lights were used. Needless to say, the noise was loud and constant. My family's sleep was interrupted for the entire 19 months of the project.

We were unable to open our windows because of the additional pollution caused by the construction. Down stairs was miserable. We were unable to use the upstairs rooms because of the extreme temperature (over 100 degrees at times) caused by closed windows.

Paularino Elementary was also affected by the noise and pollution. Each classroom does not have air conditioning to help filter out the added pollution from construction. The children need to be outside for recess, lunch and PE, however, with the added environmental pollution, their health will be compromised.

If option 3 is chosen, the residents of Costa Mesa not only have to endure the long construction, yet again, for a toll lane we are unable to use, we have to help pay for it. The 7 million, 3 year old, Fairview Bridge will have to be demolished and re-built. This is abusive and a waste of money. At a time when many families are struggling to survive this economy, tearing down a new, 7 million dollar bridge, and asking us to pay for a new one to be built, is a bad idea, and makes government look inefficient, arrogant and wasteful.

When Orange County voters passed M2, a toll road was not mentioned. I do not believe the voters of Orange County intended the ½ percent sales tax increase to be used for an additional lane on the I-405 with a toll to pay. We are already paying for the freeways and roads through the sales tax increase and the gas tax.

I would also like to add, if a toll lane is added on the I-405 in Orange County, and ends at the I-605, it will cause a bottle neck at the north county line. The ultimate goal of alleviate traffic congestion on the I-405 will not be achieved and the funds from measure M will be wasted.

Please feel free to contact me with any questions via email: debbiehufts@gmail.com

Sincerely,

Debbie Hufts
Costa Mesa Resident

PC-H42

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605
and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I-405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,


(Name)

3137 Boston Way Costa Mesa CA 92626
(Address) (City)

____ Please keep me informed about future hearings and future steps in the review process for the I-405 project.

PC-H43

OCTA and CALTRANS

Re: I 405 Improvement Project EIR

Sirs:

I find that your EIR for the above I 405 Improvement project (project) is flawed and minimizes the negative impacts on the environment and populace adjacent to the project.

1. You fail to note any negative impact to any property adjacent/abutting the proposed project as long as the project does not encroach physically upon that adjacent property (i.e. all finished project stays within the existing freeway right of way). 1
2. Your EIR fails to note any visual quality or character degradation (EIR Ch.3, section 3.1.7 pg28) due to the sound wall (SW 649) and required retention wall moving to 16 feet from the housing structures, and only acknowledges potential light spill from the Ellis SB on-ramp as an easily mitigated impact. 2
3. Your EIR fails to note any noise impact to Moon Park caused by no sound wall along the portion over the Santa Ana River and the potential reflection of increased noise reflecting off the concrete surface of the Santa Ana River Project. 3
4. Your EIR fails to note any tunneling effect of the Easterly blowing breezes caused by the reconfiguration of the sound wall (after completion of the movement of the sound wall) and the distribution of airborne trash and material trapped by the new design. 4
5. Your description of movement of sound walls does not address any impacts the construction will have on the immediately adjacent properties in privacy, noise, vibrations, particulate and volatile emissions. 5
6. You EIR does not address potential air born material/dust on the air quality at the schools/parks within ½ mile of the project during construction. While it lists them off as potential sensitive sites, there is no further reference to them in Chapter 3.2.6 Air Quality. 6
7. Your EIR does not address potential heat re-radiation effects on housing when sound walls are moved closer to existing housing, especially in areas where the air flow will be reduced due to the reduced cross sectional area to allow free air flow caused by the movement of the sound wall/retention wall. 7
8. Your EIR fails to address any economic impact to the properties where the change in the road bed does not leave the right of way but extends significantly closer to the adjoining properties, often to the very edge of the ROW. 8

Of most concern is the residential area south of the Santa Ana River to Harbor Blvd. In all three of your options you have included the planned SB onramp for Ellis Ave. It is configured to cross the Santa Ana River and add an additional width of road bed to the West Side of the I405 to accommodate the new SB onramp, thereby moving sound wall 649 closer to the properties immediately adjacent to that on ramp to the west. This would also necessitate the addition of a retaining wall as the ROW slopes away toward the adjacent properties. This affects a Costa Mesa City Park, the Santa Ana River Bike trail and numerous homes on Nevada St., Wyoming Circle and Maryland Circle in Costa Mesa.

PC-H43 Continued

I can find no study that demonstrates that the only effective configuration for this additional SB on-ramp is as designed. While there may be limitations to other alternatives to this new SB on-ramp, they do not appear in the EIR as rejected considerations.

The existing SB on-ramp is a two lane on-ramp with peak hour timing lights. These are set to allow 1 vehicle per lane to enter the freeway at peak times. Simply by changing the timing to allow 2 vehicles to enter per lane sequentially (lane 1 then lane 2 then lane 1 then lane 2) there would be a reduction in vehicles standing in the on-ramp. Also if additional storage lanes were added to the on-ramp as presently configured, most of traffic accessing the on-ramp from Ellis would be able to be stored and then released to the freeway in a timely manner to improve the LOS of the left turn lane to access the on-ramp.

If, as your document implies, the freeway access would be more efficient at both Brookhurst St. and Magnolia St., they would now draw some portion of the traffic away from Ellis as an alternate and further reduce the demand at Ellis. No appreciable increase in housing either by density increases or conversion of commercial to residential or increase in commercial use is in any plans associated with the area that generates the base traffic on Ellis, so there should be no substantial traffic growth and therefore overall traffic pressure in that area would be net reduced once the freeway improvements are completed.

I note that you are able to design and construct the planned SB Ellis on-ramp in such a manner to preserve the entrance to the Sanitation District directly across from the existing Ellis on-ramp. A redesign of the existing Ellis SB on-ramp would achieve the same results in preserving the Sanitation District entry. Also the properties affected by a redesign would not be residential properties either. Of course, a redesign of the current on-ramp would be cheaper and not negatively affect the properties in Costa Mesa. Should the decision to keep the current planned SB on-ramp at Ellis then the potential impacts must be addressed.

1. How long will the actual construction of the Ellis SB on ramp and moving of the existing sound wall take, especially that part that is south of the Santa Ana River?
2. What times will construction be done? Since the construction is a noisy and dusty process, will it be done at times when most families are home and trying to enjoy their homes, i.e. after work/school? Is CalTrans willing to only do construction during those times that are the least disruptive to the abutting properties inhabitants?
3. What landscaping options will be used to mitigate the visual and heat issues of the new massive (25ft. tall structure) within 15 feet of the home itself? Will the affected property owners have any say in the selection? How will that landscape material be maintained to maximize its life and growth?
4. What additional heat mitigation measures will be used should the reradiating of heat from the new sound wall/retaining wall become excessive and not mitigated by landscaping options?
5. After the move of the sound wall/retaining wall, how will remaining property still in the ROW be maintained? Who should be contacted to address funnel effect of blowing trash that collects between the new sound wall/Retaining wall and the existing abutting

8

9

10

11

12

13

14

15

PC-H43 Continued

properties? What assurances are CalTrans and OCTA willing to make (re timely removal of said trash)?

6. Due to no sound wall on the on-ramp as it crosses both the Santa Ana River and a portion of Moon Park, what sound mitigations will be in place to assure continued enjoyed use of Moon Park?
7. Will there still be a remaining slope to the few feet remaining between the sound wall/retaining wall and the property wall or will it be flat and consistent with the abutting property?
8. Since the new retaining wall will require a relatively large footer or piles, that will be constructed in very close proximity to homes, what mitigation measures will be used to:
 - a. Reduce impact on the residents of the noise, dust, vibrations, etc.
 - b. Mitigate damage from vibrations on the construction of those structures and all other structures
 - c. Address health issues driven by the increased incidence of air pollutant materials including dust, volatile materials, and diesel emissions in such close proximity and concentration due to the trapping of those materials between the very near houses and the construction activity.
9. What measures will be used to provide security to the adjacent properties from the construction area when no construction is in progress, and the construction site is empty?
10. What measures will be used to visually screen the property (privacy issues) during the removal and reconstruction process?
11. What monetary relieve will be provided to adjoining property owners for subsequent loss of property values due to the visual impact of the moving of the sound wall/retaining wall?
12. Will any temporary relocation of affected families be used to minimize disturbance in sleep and other unplanned disturbances be used?
13. Will any structures built be either on the surface or subsurface on the abutting properties (i.e. out of the existing ROW but subsurface in the adjoining properties? If so, how will that be handled?

16

17

18

19

20

21

Since one option is going to be chosen, I am totally against option 3 (toll way addition) for the following reasons:

1. The toll way will provide Costa Mesans no benefit since all access to the toll way is inconvenient to any part of Costa Mesa except that part that routinely uses the 73 NB access to the 405.
2. The toll way will only support individuals who can afford toll use in their daily travels
3. Most importantly, the toll way will eliminate existing HOV lanes that encourage non toll paying vehicle users to have multiple passengers and removes a significant impact to reducing the overall vehicle count on the freeways, this being done in the highest density area of Orange County, not to mention lower ability to pay tolls when compared to those potential users from south of the proposed toll addition and areas of greater affluence. Even though the toll way will have a number of vehicles with multiple passengers and encourages a minimum of three passengers per vehicle (not tolled at non-peak hours)

22

PC-H43 Continued

the number of 2 person car pools will be reduced and when tolls are applied to 3 passenger cars, the number will be further reduced. No one voted to add a lane and remove free HOV lanes.

22

Option 1 makes no financial sense since both 1 and 2 require the same bridge demolition and rebuild. The small difference in cost makes Option 2 the only sensible choice.

23

Thank you for the opportunity to respond

John V. Humphrey
714-751-6552
1620 Sandalwood St.
Costa Mesa, CA 92626

PC-H44

From: Lisa3541 [lisa3541@aol.com]
Sent: Saturday, June 23, 2012 7:06 AM
To: Parsons, 405.dedcomments
Subject: College Park East/Seal Beach Sound Wall -

TO:	FROM:
Smita Deshpande	Terry and Lisa Humphrey
Caltrans District 12	3541 Rose Circle
2201 Dupont Dr, Suite 200	Seal Beach, CA 90740
Irvine, CA 92612	

Bringing Down The Wall –

First of all, let me identify who I am and where I live. My name is Lisa Humphrey. I am 52 and my husband is 60 years old; we have lived in our home since 1987. We live in one of the homes on the corner of Rose Circle and Almond Ave, closest to the 'wall' separating us from the 405 freeway. I have 2 children; both of which have lived in this home their entire lives.

We were fully aware that there would be noise and pollution coming over the wall when we purchased our home, but it was our first home purchase after marrying in September of 1986, and we believed this home to be our 'starter' home. Over the years lanes on the freeway were added and eucalyptus trees were removed. The pollution and noise has already increased since 1987.

10 + years ago we were notified that CALTRANS/OCTA wanted to buy our home, along with 5 or 6 others, to make way for this very expansion. That plan was aborted and we decided to stay in our home, and to remodel. We added extra insulation to the walls and installed double pane windows. We've added our own trees along our wall, and had a waterfall added to our existing pool. All of this was intended to eliminate some of the pollution and noise.

Fast forward, 2012 – Here we are again discussing the removal of the infamous wall and expansion to the 405. Why? Because some genius has predicted that by the year 2030 or 2040, depending on which EIR you read, our stretch of the 405 freeway will not be able to accommodate all the commuters. Has this 'think tank' taken into consideration that statistically more employers are allowing, and in some cases suggesting that employees work from their homes? It saves the employer from leasing large office space, coupled with saving time employees are wasting on the freeways. Not to mention it's almost become cost prohibitive to commute into offices due to rising gas prices. How about the downturn in home building, thus a cap on our population; or the unemployment rate; some have nowhere to go? Who's to say that there wouldn't be a downturn in 'commuter' traffic? Who really knows what 2030/2040 brings?? Many of those living in College Park East are well into their retirement years. They'll be forced to live with the disturbance and not even be able to attest that this was a project worth the aggravation!

There are 2 additional factors here; One being the state of our national economy and the depressed home market. ALL of us have less equity in our homes today– ALL of us...even those who live on 'prime real estate'.

1

2

PC-H44 Continued

PC-H45

Add this proposed construction and we in our neighborhood are really stuck! We won't be able to sell our homes to remove ourselves from this project, not even at a bargain basement price! Who in their right mind would purchase a home without a wall during construction even if the intention is to build a shorter wall 10' closer??

So while you're contemplating which is a better scenario for the masses, also consider what is happening to us.

- **Loss of property value**
Many of us have lived in this neighborhood for many years and have accumulated equity and/or paid off their homes ensuring the ability to someday retire. Some bought a few years back during the height of the housing market and are upside down with no option to sell, but to walk. Either way, with everything that is going on in our country and the diminishing home values, it's hard enough to recoup our properties value. With this looming project we wouldn't be able to even contemplate selling our homes and moving away from this project without taking a bath. Selling our homes at a loss at this point would not only affect us, but we'd be taking our neighbors down with us! The comps in the area would diminish even further! I understand that Alternative 3, adding toll lanes, will be a revenue stream for you. Will those of us affected by the project be receiving compensation to offset the loss of OUR revenue stream? In addition, who should I send my bill to for the actual damage that has been caused by this project thus far? Since construction has begun the stucco on my home has begun to crack!
- **Noise**
We knew when we bought this home that the freeway was there and that the wall didn't block all of the noise, but the late night noise from the construction of this project is only the beginning of the long term noise we can all expect by accommodating even more cars to travel at maximum speed. I actually look forward to rush hour traffic; it's the only time we are able to enjoy being in our backyard without practically yelling at one another to be heard. We have invested thousands of dollars attempting to 'muffle' the noise, i.e., planted additional trees, built a waterfall feature into our pool, wired outdoor speakers..You are still able to hear the freeway, but at least now there is **additional** noise to focus on.
- **Pollution**
I would venture to say that most of us have grown accustomed to dusting, vacuuming, changing out our air filters and cleaning our pool filters more frequently than the average person. I cannot even imagine how much more dirt and exhaust we'd be exposed to with the wall down, closer and lower than it is now. There has to be someone studying the health risk this imposes! We are ALL inhaling proven carcinogenic materials everyday!! How many in our neighborhood have lost their jobs which in turn mean that they have lost their health insurance, not to mention the retired that have subpar health insurance. Who in your department should we send our medical bills to??
- **Lack of parking along Almond Ave.**
Those of us living on one of the 'Circles' need Almond for the overflow cars on our street. And what would you suggest we do on 'street sweeping day'? Should the city waive the parking tickets we'd traditionally receive? Or should we make sure that we're available that day to drive around until the street sweeper has passed?
- **Lastly, IT WON'T SOLVE THE TRAFFIC ISSUE!!!** There will be a bottle neck at the 605/LA county line. I understand that LA County has found other ways to spend their money and keep city workers and sub-contractors employed??

The Navy owns the property on the southbound lanes of the 405. It would make much more sense if you were to infringe on their 'farmland'. But, I understand they told you 'NO', you couldn't have that land; and you said 'OK'. Well, I say 'NO' to taking down that wall and moving it closer to my home!

From: Nancy Hunsaker [mailto:nlh02@yahoo.com]
Sent: Thursday, June 07, 2012 11:20 AM
To: Christina Byrne
Subject: 405 freeway expansion 605 to 73

Dear Ms. Byrne,

It makes no sense to expand this freeway project with alternative 3. Alternative 2 seems the best option as it would expand the lanes on each side by two lanes.

The 405 freeway, when very busy, slows/stops going North at the Santa Ana River. It was approximately four years ago that the Fairview bridge was reconstructed and to tear this bridge down is a waste of money and will interfere with City life in Costa Mesa AGAIN!!

With all the construction within our city limits, the toll lanes would be very inconvenient to Costa Mesa residents since there are no exits or entrances within our city limits. How ridiculous is that for Costa Mesa....

There is no limit as to the cost of the toll roads years from now. We would not only be inconvenienced but would be paying for the 'pleasure' of driving a distance to get on the toll road and then paying for it without limit as to what the cost would be over a period of time.

Please leave us alone in Costa Mesa.

Nancy Hunsaker
3160 Killybrooke Lane
Costa Mesa, CA 92626

PC-H46

From: Nancy Hunsaker [mailto:nlh02@yahoo.com]
Sent: Monday, July 16, 2012 8:36 PM
Subject: I-405 expansion 405 (at 605) to 73 freeway

To Whom It May Concern:

Costa Mesa does not need to be inconvenienced with the expansion #3 as this work was completed a few years ago. We do not need the freeway to come closer to the homes that are nearby which will cause more pollution and noise. Without an exit in Costa Mesa for the carpool/toll road, the whole thing is such an unnecessary and costly expense for the City. A toll road makes no sense either.

Please remove expansion #3 from the agenda.

Nancy Hunsaker
3160 Killybrooke Lane
Costa Mesa, CA 92626

PC-H47

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605
and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I-405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

GENE HUTCHINS
(Name)

1808 KINGLET COURT, COSTA MESA, CA 92626
(Address) (City)

☒ Please keep me informed about future hearings and future steps in the review process for the I-405 project.

PC-H48



I-405 Improvement Project

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 17, 2012.

Name (First and Last): KIM-YEN HUYNH	
Organization: Asian American Business Women Association AABWA	
Address (Optional):	
Phone Number: 714.642.0072	Email address: KimYen.Aabwa@gmail.com

Comments: It was very informative for us to attend the hearing on June 6 at City of Westminster. The I-405 Improvement Project was broadcast to AABWA members and the community via telecast as talkshow with TED Nguyen-OCTA on Channel 57.8 Global TV. Special thanks to Bekele Demissie for his due diligence outreach to the communities for all of the information of the project.

(Space for comments continued on reverse)



PC-H49

From: Mickey Huynh [mickey.huynh@panasonic.aero]
Sent: Wednesday, June 20, 2012 2:13 PM
To: Parsons, 405.dadcomments
Subject: 405 North bound

Hello Smita,

I just read an article about Costa Mesa 405 freeway with several options such as expanding 1 lane in north bound, 1 lane in both sides and close Fairview, Euclid & Brookhurst for toll road. Being resident in Fountain Valley for almost 10 years and now in Costa Mesa, I have been observing and experiment myself the caused of congestion and only in North bound section between Euclid Ave and Beach Blvd. I noticed that north bound lanes are being narrower at Brookhurst and also obstructing by Brookhurst bridge poles which caused me alert and slowing down my speed. I also noticed that there are many cars end their 2:30 P.M. work shift merging into the freeway this also alerts me to slow down to prevent from accident, and of course there is also caused of direct sun light from west direction during evening hours too. I don't really know if CalTrans have been studying about 405N bound congestion or not, but I would be very happy to know this issue have been acknowledge and researched by CalTrans and I would love to have a copy of survey or report regarding to this 405N congestion.

Best regards,

Mickey Huynh

1

RESPONSE TO PUBLIC COMMENTS (PC)-H

Response to Comment Letter PC-H1

Comment PC-H1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require reconstruction of the Harbor Boulevard/I-405 interchange. Caltrans/OCTA have considered a design option for Alternative 3 that would eliminate new lanes south of Euclid Street, except for the extension of the southbound auxiliary lane approaching the Harbor Boulevard exit ramp north to Euclid Street. If Alternative 3 is selected as the Preferred Alternative and the design option is implemented, reconstruction of the Harbor Boulevard/I-405 interchange would no longer be required. Please also see Common Response – Preferred Alternative Identification and Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

Comment PC-H1-2

Please see Response to Comment PC-H1-1.

Response to Comment Letter PC-H2

Comment PC-H2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-H1-1.

Response to Comment Letter PC-H3

Comment PC-H3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Alternative 1 would avoid the Almond Avenue soundwall, and Alternatives 2 and 3 would require relocation of the soundwall up to 10 and 3 ft to the north, respectively. Alternatives 2 and 3 would also likely include parking restrictions along Almond Avenue to maintain the City street standards for two-way travel. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Preferred Alternative Identification and Almond Avenue Soundwall.

Comment PC-H3-2

If Alternative 2 or Alternative 3 without the design option discussed in Response to Comment PC-H3-1 is selected as the Preferred Alternative, the wall would be reconstructed at 18 ft (same as the existing wall) at the new location. The proposed soundwall locations for Alternatives 2 and 3 are shown in the Draft EIR/EIS Appendix N (N4 and N5) in Figures 21 through 23. The new soundwall would be constructed of masonry brick, the same as other soundwalls within the corridor.

Comment PC-H3-3

There are no build alternatives that require an additional carpool lane within the I-405/SR-22 Connectors or any part of the WCC Project. There is only a transitional area for the managed lanes.

Please see Common Response – Preferred Alternative Identification.

Comment PC-H3-4

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Response to Comment Letter PC-H4**Comment PC-H4-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

See Response to Comment PC-H3-1 and Common Responses – Preferred Alternative Identification and Almond Avenue Soundwall.

Comment PC-H4-2

As discussed in Section 3.1.1.4 of the Draft EIR/EIS, none of the build alternatives would affect Shapell Park or Bluebell Parks, located near Oleander Street and Aster Street, respectively. As discussed in Section 3.2.6 of the Draft EIR/EIS, the build alternatives would not have any substantial effects on air quality within the project area. Please see Common Responses – Almond Avenue Soundwall, Air Quality, and Health Risks.

Comment PC-H4-3

Alternative 1 is fully funded from Measure M2. Alternative 3 is fully funded from a combination of Measure M2 and bonds against anticipated toll revenue. At this time, Alternative 2 is currently the only alternative that is not considered fully funded. If Alternative 2 is selected as the Preferred Alternative, Caltrans/OCTA will seek additional federal, State, and local funding sources to make up the shortfall. The project is considered a Major Project by FHWA, and a Draft Financial Plan must be submitted to FHWA prior to approval of the Final EIR/EIS. The Draft Financial Plan must identify full funding for the project. Please see Common Response – Measure M Funding.

Response to Comment Letter PC-H5

Comment PC-H5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-H5-2

The benefits to congestion of the build alternatives, including Alternative 3 that includes tolled Express Lanes, are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14. Chapter 1 of the Draft EIR/EIS summarizes the need for the proposed improvements.

No one is required to pay a toll. Express Lanes provide an option for motorists willing to pay a toll for a congestion-free trip in the corridor with a reliable trip time.

Response to Comment Letter PC-H6**Comment PC-H6-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Portions of the Rossmoor community were considered in the environmental studies prepared for the project. For example, noise analysis was conducted to identify potential impacts to properties near I-405. Air quality analysis was conducted to identify potential impacts of the project. Drainage analysis was conducted to identify improvements needed to the Montecito Channel, which drains portions of Rossmoor. Traffic analysis of the two freeway interchanges near Rossmoor (Seal Beach Boulevard I-405 interchange and the Katella/Willow I-605 interchange) was completed. Numerous other environmental studies were conducted that included consideration of Rossmoor.

Additional traffic noise analysis was included in the noise study within Rossmoor from the I-405/I-605 split to the Katella Avenue interchange of I-605. Future predicted peak-hour traffic noise levels along Martha Ann Drive are expected to rise from zero to 1-dB for any of the alternatives. Most residences adjacent to the project along I-605 already have the current maximum allowable soundwall height of 16 ft. In accordance with the Caltrans design guidelines, the maximum soundwall height should not exceed 16 ft due to seismic issues. For the areas with soundwalls less than 16 ft in height, such as locations represented by Receivers R6.52 through R6.59 and R6.64 through R6.70, there are no impacts predicted to occur. Receivers R6.52 through R6.59 (street addresses 12251 through 12541 Martha Ann Drive) are actually predicted to experience a drop in traffic noise levels of approximately 4 dB due to a soundwall that is part of the WCC Project that preceded this project. Receivers R6.64 through R6.70 (street addresses 12101 through 11881 Martha Ann Drive) are protected from traffic noise impacts by a 14-ft-high soundwall along the southbound I-405 to northbound I-605 connector.

Health Risk Assessments are not utilized by Caltrans because of uncertainty and applicability of the results; however, analysis of MSATs, which have the greatest potential to affect the health of residents located adjacent to the project, was completed as discussed in Section 3.2.6 of the Draft EIR/EIS. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Please also see Common Response – Noise/Noise Analysis and Air Quality.

Comment PC-H6-2

There would be some inconvenience during construction of any of the build alternatives; however, only minor improvements are envisioned on Seal Beach Boulevard as part of the I-405 Improvement Project. The Seal Beach Boulevard bridge over I-405 was designed and constructed to accommodate the I-405 Improvement Project, so no further bridge construction is anticipated.

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Substantial coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, Gateway City COG, and the City of Long Beach has occurred. Please see Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, Gateway City COG, and the City of Long Beach.

Response to Comment Letter PC-H6

Comment PC-H7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Traffic noise analysis has been conducted according to State and federal guidelines as outlined in Caltrans' Traffic Noise Analysis Protocol. The results of the Noise Study Report show that the future predicted peak-hour traffic noise levels in this area of Seal Beach would increase by zero to 1-dB. Please also see Responses to Comments PC-H3-1 and PC-H3-2 and Common Responses – Preferred Alternative Identification, Almond Avenue Soundwall, and Noise/Noise Analysis.

Comment PC-H7-2

The build alternatives will reduce congestion and decrease travel times for all within the corridor. See also Common Responses – Air Quality, Health Risks, Almond Avenue Soundwall, and Noise/Noise Analysis.

Comment PC-H7-3

Please see Response to Comment PC-H4-3.

Comment PC-H7-4

Although the I-405 Improvement Project does require some additional pavement widening and soundwall construction within the WCC Project footprint, construction effects on the adjacent communities would be substantially less. Structures constructed under the WCC Project (Seal Beach Boulevard Bridge, Valley View Street Bridge, and the 7th Street off-ramp) will not be reconstructed during the I-405 Improvement Project. The design of both projects has been carefully coordinated to avoid throw-away costs and reduce construction impacts within the WCC Project area.

Response to Comment Letter PC-H8**Comment PC-H8-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-H9**Comment PC-H9-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-H10**Comment PC-H10-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-H11

Comment PC-H11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Responses to Comments PC-H3-1 and PC-H3-2 and Common Responses – Preferred Alternative Identification, Almond Avenue Soundwall, and Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Response to Comment Letter PC-H12

Comment PC-H12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-H13

Comment PC-H13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

As discussed in Section 2.2.7, mass transit components were initially included in the I-405 MIS within the project area. None of these alternatives were considered as viable alternatives to carry forward for further consideration and analysis within the environmental document. Please see Common Response – Elimination of LRT and BRT Alternatives.

Comment PC-H13-2

The experience on the SR-91 Express Lanes is that motorists from all income groups use the Express Lanes. No one is required to use the tolled Express Lane facility, and the GP lanes remain available for all users unable or unwilling to pay the toll for the Express Lane facility under Alternative 3. All of the build alternatives reduce congestion and improve travel times in the GP lanes.

Comment PC-H13-3

The SR-91 Express Lanes are highly successful and very efficient. They do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. The same methods were used for all of the build alternatives. Please see Common Responses – Comparison of Tolloed Express Lane Operation of SR-91 to I-405 and Opposition to Tolling.

Comment PC-H13-4

Please see Response to Comment PC-H13-1.

Comment PC-H13-5

Bonding against future Renewed Measure M sales tax receipts is planned for all of the build alternatives to expedite delivery. Please also see Response to Comment PC-H4-3.

Comment PC-H13-6

The proposed Express Lanes in Alternative 3 are managed lanes; however, that term has not been used in the Draft EIR/EIS because it is a broad category. Express Lanes is a more precise definition of what is proposed in Alternative 3. For a more complete explanation and definition of Express Lanes, see the FHWA Web page http://www.ops.fhwa.dot.gov/publications/managelanes_primer/index.htm. Transit vehicles would use these lanes for free, and HOVs meeting the occupancy requirement would enjoy a free or reduced toll.

Comment PC-H13-7

Please see Response to Comment PC-H4-3.

Comment PC-H13-8

We acknowledge your support for statewide transit planning. Please also see Response to Comment PC-H13-1.

Response to Comment Letter PC-H14**Comment PC-H14-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Traffic noise analysis has been conducted according to State and federal guidelines as outlined in Caltrans' Traffic Noise Analysis Protocol. The results of the Noise Study Report show that the future predicted peak-hour traffic noise levels in this area of Seal Beach would increase by zero to 2 dB with the project by the design year of 2040.

The soundwall is not proposed along the portion of I-405 where it is next to Lampson Avenue because there are no frequent outdoor use areas that would be benefited from a soundwall at this location.

Traffic noise is at its highest level when traffic volumes are close to capacity and traffic moves at full speed. The traffic noise level goes down when traffic slows down due to congestion at high volume. Stop-and-go traffic produces much less noise than traffic moving at high speed.

Under Alternative 1, the existing 18-ft-high soundwall along Almond Avenue would remain as-is and untouched. Since the public meetings, design modifications were made to Alternative 3 that would allow the same existing soundwall to also remain as-is; however, the design changes required to change Alternative 2 enough to allow the existing wall to remain as-is are not acceptable to current design and safety standards. Under Alternative 2, sections of the existing soundwall would need to be removed, relocated, and replaced in-kind along the project alignment where space is needed for the proposed project's additional lanes and required safety features. The current maximum preferred height for soundwalls in California is 16 ft due to seismic issues; however, this soundwall would be replaced at the original 18-ft height due to the policy of in-kind replacement. Please also see Common Response – Almond Avenue Soundwall.

Under the Caltrans' Traffic Noise Analysis Protocol used for this study, ground-level interior noise levels are addressed and examined using the NAC of Title 23, Part 772 of the CFR, titled "Procedures for Abatement of Highway Traffic Noise and Construction Noise." Once the outdoor noise-sensitive areas have been provided the required 5-dB abatement, possible interior traffic noise impacts are also considered to be abated. Based on Caltrans' Protocol, if noise-sensitive land uses would experience an hourly equivalent continuous traffic noise level of 75 dBA or higher and a soundwall cannot provide feasible noise abatement to the exterior outdoor use areas, then interior noise abatement measures such as building façade upgrades (e.g., double-paned windows and air conditioning so that windows can be closed for a prolonged period of time) may be considered. For all cases in this project, recommended soundwalls provide required abatement to the exterior use areas with noise levels of 75 dBA or higher; therefore, no interior acoustical abatement measures were considered. Please also see Common Response – Noise/Noise Analysis.

Comment PC-H14-2

The Air Quality Technical Report was prepared in accordance with FHWA and Caltrans policy and guidance. As discussed in Section 3.2.6 of the Final EIR/EIS, the project is a POAQC and requires PM₁₀ and/or PM_{2.5} hot-spot analysis based on 40 CFR 93.116 and 93.123, and EPA's Hot Spot Guidance. Interagency consultation concurred with this determination on January 25, 2011 (see Appendix J, Air Quality). Pursuant to Federal Conformity Regulations (specifically, 40 CFR 93.105 [c] [1][i]), a qualitative analysis of the localized PM emissions was conducted. Based on the detailed PM hot-spot analysis, which is consistent with 40 CFR 93.116 and 93.123 and EPA's hot-spot guidance, the proposed project would not cause or contribute to, or worsen, any new localized violation of PM₁₀ and/or PM_{2.5} standards.

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions.

Please see Common Responses – Air Quality and Health Risks.

Comment PC-H14-3

Please see Response to Comment PC-H14-2 and Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-H14-4

OCTA regularly updates Measure M revenue projections. Measure M2 revenues would only be used to construct a single GP lane in each direction, as identified for Project K in the measure. Caltrans/OCTA would have to use other federal, State, and local funds to pay for construction of the second GP lane in each direction proposed in Alternative 2. The additional lane and toll support facilities proposed in Alternative 3 would be funded from bonds against future toll revenues. Please also see Response to Comment PC-H4-3 and Common Response – Measure M Funding.

Comment PC-H14-5

Only Alternative 2 would require relocation of the wall up to 10 ft along Almond Avenue. Although construction sequencing will not be determined until the final design phase, it is common practice to construct soundwalls in advance of major construction activities. Please see Responses to Comments PC-H3-1 and PC-H3-2 and Common Responses – Preferred Alternative Identification and Almond Avenue Soundwall.

Response to Comment Letter PC-H15

Comment PC-H15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered a design option for Alternative 3 that would eliminate new lanes south of Euclid Street, except for the extension of the southbound auxiliary lane approaching the Harbor Boulevard exit ramp north to Euclid Street. This design option would eliminate the need to replace the Fairview Road Overcrossing. If Alternative 3 is selected as the Preferred Alternative and this design option is also selected, construction impacts within Costa Mesa would be substantially reduced. Caltrans/OCTA have also considered other design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Preferred Alternative Identification and Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Response to Comment Letter PC-H16

Comment PC-H16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Responses to Comments PC-H3-1 and PC-H3-2 and Common Responses – Almond Avenue Soundwall, Air Quality, Health Risks, and Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-H17

Comment PC-H17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-H18**Comment PC-H18-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Sections 3.2.6 and 3.2.7, project-related emission and noise levels associated with the build alternatives would be less than the future No Build Alternative.

Please see Common Responses – Preferred Alternative Identification, Noise/Noise Analysis, Air Quality, and Health Risks.

Response to Comment Letter PC-H19**Comment PC-H19-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-H20**Comment PC-H20-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-H21**Comment PC-H21-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-H22

Comment PC-H22-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Sections 3.2.6 and 3.2.7, project-related emission and noise levels associated with the Preferred Alternative would be less than the future No Build Alternative.

Please see Common Responses – Preferred Alternative Identification, Noise/Noise Analysis, Air Quality, and Health Risks.

Response to Comment Letter PC-H23

Comment PC-H23-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-H24

Comentario PC-H24-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-H24

Comment PC-H24-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-H25

Comentario PC-H25-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-H25

Comment PC-H25-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-H26

Comment PC-H26-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-H27

Comment PC-H27-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-H28

Comment PC-H28-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-H29

Comment PC-H29-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Responses to Comments PC-H3-1 and PC-H3-2 and Common Responses – Preferred Alternative Identification and Almond Avenue Soundwall.

Response to Comment Letter PC-H30

Comment PC-H30-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Responses to Comments PC-H3-1 and PC-H3-2.

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Sections 3.2.6 and 3.2.7, project-related emission and noise levels associated with the Preferred Alternative would be less than the future No Build Alternative.

Mitigation Measure NOI-04, which specifies that the contractor needs to develop a construction noise and vibration monitoring and mitigation plan once details of the construction activities and phases are finalized, has been added to the environmental document. Implementing proper mitigation measures would minimize or eliminate construction-related noise and vibration impacts.

The Traffic Study for the project and attached to the Draft EIR/EIS considers potential increases in traffic on Seal Beach Boulevard due to the proposed build alternatives and provides for some improvements on Seal Beach Boulevard. With respect to Lampson Avenue, the additional lanes and improved performance on I-405 under the build alternatives will encourage traffic currently diverting from the congested freeway to local streets to remain on the freeway.

Please see Common Responses – Preferred Alternative Identification, Noise/Noise Analysis, Air Quality, Health Risks, and Almond Avenue Soundwall.

Response to Comment Letter PC-H31

Comment PC-H31-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-H32

Comment PC-H32-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The columns constructed as part of the WCC Project improvements. Specifically, the columns will support the I-405/I-605 direct HOV connector. Please contact OCTA and their Public Outreach for a detailed status of the WCC Project.

Response to Comment Letter PC-H33

Comment PC-H33-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-H34

Comment PC-H34-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Responses to Comments PC-H4-1 through PC-H4-3.

Response to Comment Letter PC-H35

Comment PC-H35-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-H36

Comment PC-H36-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-H6-2.

Comment PC-H36-2

All of the proposed build alternatives add capacity in the GP lanes. Alternative 3 is the only proposed build alternative that adds capacity both in the GP lanes and in the Express Lanes; the capacity added in the Express Lanes consists of a new lane in each direction south of Valley View Street to SR-73 that would be managed along with the existing HOV lane as a dual-lane Express Lane Facility. The trend in both HOV and GP lane utilization in the I-405 corridor is for an increasing amount of traffic and congestion, as summarized in the Draft EIR/EIS in Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13. Those tables show that none of the proposed build alternatives would eliminate congestion on I-405, but each build alternative would reduce congestion compared to the No Build Alternative. Please see Common Response – Opposition to Tolling for an explanation of the manner in which Alternative 3 would control the amount of traffic utilizing the Express Lanes and provide two uncongested lanes at all time.

Comment PC-H36-3

As discussed in Section 2.2.7, a “double-decker” freeway alternative was considered early in the project development phase of the MIS. Subsequent to that, the alternative to construct an elevated structure was eliminated from further consideration. Please see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-H37**Comment PC-H37-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-H38**Comment PC-H38-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-H39**Comment PC-H39-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Responses to Comments PC-H3-1, PC-H3-2, and PC-H6-2 and Common Responses – Almond Avenue Soundwall, Traffic Flow at the Orange County/Los Angeles County Line, Noise/Noise Analysis, Air Quality, Health Risks, and Property Values.

Response to Comment Letter PC-H40**Comment PC-H40-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Responses to Comments PC-H3-1 and PC-H3-2 and Common Response – Almond Avenue Soundwall.

Comment PC-H40-2

Please see Response to Comment PC-H6-2 and Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-H40-3

Please see Response to Comment PC-H40-1 and Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-H41

Comment PC-H41-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Caltrans and OCTA have made design revisions to the build alternatives, as discussed in Chapter 2 of the Final EIR/EIS, to avoid many of the community concerns/impacts identified during the Draft EIR/EIS public comment period. As a result of these design revisions, reconstruction of the Fairview Road Overcrossing is no longer required for the Preferred Alternative.

Please see Response to Comment PC-H15-1 and Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

Comment PC-H41-2

Please see Response to Comment PC-H14-4 and Common Response – Measure M Funding.

Comment PC-H41-3

Please see Response to Comment PC-H6-2 and Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-H42**Comment PC-H42-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1 and Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Response to Comment Letter PC-H43**Comment PC-H43-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The May 2012 Draft EIR/EIS, including specialized technical studies (see Appendix F for a complete list), represents a comprehensive analysis of the potential temporary and permanent environmental effects of the proposed build alternatives on the environment. See also Common Response – Insufficient Environmental Document/Mitigation Measures.

Comment PC-H43-2

As shown in Tables 3.1.7-1 through 3.1.7-22, construction of the build alternatives would result in changes to the visual quality and/or character associated with vegetation removal, construction activities, and the introduction of new and modified permanent structures. The referenced area is represented by key viewpoints 15 and 16 (see Figures 3.1.7-3 and 3.1.7-9). As noted in Table 3.1.7-1 in the remarks section, the Visual Impact Assessment acknowledged many intrusive elements in the build condition. This would include the referenced soundwall and the resulting ratings of visual quality, character, and viewer response.

Comment PC-H43-3

The hard surfaces of the Santa Ana River and other features were taken into consideration during the traffic noise modeling of this area. According to the results of the detailed traffic noise analysis in the Noise Study Report, the future predicted peak-hour traffic noise levels would remain unchanged after construction of the soundwall and retaining wall with any of the project alternatives. In addition, the predicted future traffic noise levels at Moon Park would not

approach or exceed the NAC exterior limit of 67 dBA; therefore, it was determined that the park would not be impacted by future predicted traffic noise levels.

Please see Common Response – Noise/Noise Analysis.

Comment PC-H43-4

This is not a new wall; it is an in-kind replacement of an existing soundwall and would not substantially effect or change wind patterns or distribution of trash.

Comment PC-H43-5

Construction noise is addressed in the Draft EIR/EIS on page 3.2.7-43. Soundwalls are typically constructed during the day and involve small-diameter 16-inch shallow drilled piles, which is much quieter compared to larger-diameter deeper driven or drilled piles for bridges and large structures. Construction noise associated with soundwalls would likely be less than the freeway vehicle noise. With implementation of Measures NOI-2, NOI-3, and NOI-4 construction noise impacts would be minimized.

Mitigation Measure NOI-04, which specifies that the contractor needs to develop a construction noise and vibration monitoring and mitigation plan once details of the construction activities and phases are finalized, has been added to the environmental document. Implementing proper mitigation measures would minimize or eliminate construction-related noise and vibration impacts.

Construction emissions are addressed in the Draft EIR/EIS starting on page 3.2.2-7. The Draft EIR/EIS discusses potential project effects related to airborne material/dust on air quality within the project corridor in Section 3.2.6 under “PM₁₀ and PM_{2.5} Qualitative Analysis.” A qualitative PM hot-spot analysis was performed following the EPA document Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas. The particulate emissions include PM emissions from vehicle exhaust, brake wear, tire wear, and re-entrained dust. PM₁₀ and PM_{2.5} ambient air quality data from monitoring stations within the proposed project area were utilized. These data were compared with PM₁₀ and PM_{2.5} NAAQS and were also examined for trends to predict future conditions in the project vicinity. Tables 3.2.6-5 through 3.2.6-7 present emissions, including PM₁₀ and PM_{2.5}, from vehicles traveling along the project corridor for the years 2009, 2020, and 2040 (i.e., existing, opening, and design years, respectively). Based on the result of the project’s PM hot-spot analysis, which is consistent with 40 CFR 93.116 and 93.123 and EPA’s hot-spot guidance, the build alternatives would not cause or contribute to, or worsen, any new localized violation of PM₁₀ and/or PM_{2.5} standards.

Other than as discussed above, soundwalls are masonry block walls and do not typically include volatile compounds. With implementation of Measures AQ-1 through AQ14, the effects of project construction on air quality would be minimized.

Comment PC-H43-6

Radiant heat effects are typically not considered for freeway soundwalls. Throughout the I-405 corridor, there are existing and proposed conditions in which soundwalls are or will be placed adjacent to the State ROW. In some instances, there are existing soundwalls within 10 ft of a 2-story residence, and they would not likely have any measureable effect on interior or exterior air temperature at 10 ft.

Comment PC-H43-7

The preliminary design generally is balanced with respect to minimizing the amount of ROW acquisition, especially when adjacent to single- and multi-family residents. Please see Common Response – Property Values.

Comment PC-H43-8

The on-ramp is proposed within Caltrans and OCSD ROW, and it does not require acquisition of private property from homes along Nevada Street, Wyoming Circle, or Maryland Circle. As described in Section 3.1.1.4 of the Draft EIR/EIS, the build alternatives would have no effect on Moon Park; however, the build alternatives would require partial (south-side only) temporary closure of the Santa Ana River Trail during construction of the on-ramp. Additionally, the project would require an aerial easement to accommodate the wider structure upon completion of the on-ramp. Subsequent to completion, the only noticeable change for users would be that they would have to cross under a slightly wider bridge. Conceptual studies were analyzed at the early stage of this project; however, they were deemed infeasible due to underperformance at the intersection of Ellis Avenue, Euclid Street, and the OCSD driveway.

Comment PC-H43-9

Several design options were investigated during development of the designs included in the Draft EIR/EIS. Based on analysis of the design options, it was concluded that the most effective solution involved construction of the new ramp referenced in the comment. Modification to the peak-hour timing lights or ramp metering by staggering the two-lane on-ramp would not improve the performance of the intersection at Ellis Avenue, Euclid Street, and the OCSD driveway because I-405 is not anticipated to perform at levels that could accommodate the staggered ramp meter approach. The second recommendation to increase additional ramp storage within the southbound loop on-ramp would also not be a viable solution due to the freeway LOS during the peak period, thereby perpetuating queuing issues for the left turns along Ellis Avenue.

Comment PC-H43-10

The traffic forecasts on which the new ramp design is based account for population and employment changes forecast throughout Orange County and the region, as well as improvements along the corridor. Although freeway access would be improved at the Magnolia Street and Brookhurst Street interchanges, local traffic entering I-405 in the southbound direction south of Brookhurst Street would benefit by accessing I-405 via the new southbound on-ramp.

Comment PC-H43-11

Please see Response to Comment PC-H43-8. With the design shown in the Draft EIR/EIS, the intersection at Ellis Avenue, Euclid Street, and the OCSD driveway would operate more effectively than any of the other design options analyzed. Moreover, the design benefits the OCSD operations by minimizing impacts at the driveway and their ROW. The potential impacts from this design have been documented throughout the Draft EIR/EIS.

Comment PC-H43-12

Several construction activities are interconnected with construction of the new southbound Euclid Street on-ramp, such as widening of the Euclid Street Undercrossing on both sides and widening of the bridge on both sides over the Santa Ana River. Construction of these activities is anticipated to occur within an 18-month duration. It is anticipated that the new southbound Euclid Street on-ramp would be constructed in approximately 10 months, and the soundwall along the southbound direction of I-405 south of the Santa Ana River in approximately 3 months. Major work that would involve structure pile driving for bridge foundation would occur during hours of the day that would not disrupt the community. For construction of the soundwall on top of the retaining wall along Nevada Street, it is anticipated that disruption to the residential community would occur during daytime hours. The contract documents would adhere to the Noise Control specifications with regards to hours of the day that are prohibited for major work, such as pile driving.

Comment PC-H43-13

It should be noted that starting with the very first home on Nevada Avenue south of Moon Park, the proposed retaining wall height is 16 ft. With regards to the landscaping between the existing property walls and the face of the relocated soundwall on retaining wall, during the design phase of the project an aesthetics committee would be formed that is made up of stakeholders including the various cities that are involved with the project. Input from individual city representatives would be solicited, at which point affected residents could express their input concurrently.

Comment PC-H43-14

Please see Response to Comment PC-H43-6.

Comment PC-H43-15

Based on the preliminary design, there is approximately 5 to 6 ft between the proposed retaining wall and existing property wall. A maintenance agreement will be in place with Caltrans/City of Costa Mesa as part of the Cooperative Agreement that would state how this buffer area would be maintained.

Comment PC-H43-16

Please see Response to Comment PC-H43-3.

Comment PC-H43-17

Based on preliminary engineering, the gap of approximately 5 ft will be graded to match closer to the abutting property.

Comment PC-H43-18

During construction of the soundwall or retaining wall, it is anticipated that the existing property walls that line the row of homes would be left intact, thereby maintaining security from the freeway activities. Please see Common Responses – Air Quality and Health Risks.

Comment PC-H43-19

Please see Common Response – Compensation for Construction Impacts.

Comment PC-H43-20

At this time, there are no plans for any temporary relocation of families.

Comment PC-H43-21

All wall structures, including footing, will be within the State ROW adjacent to the private adjoining properties.

Comment PC-H43-22

The Express Lanes included in Alternative 3 provide all freeway users with a benefit, even if they do not choose to use the Express Lanes. The additional capacity provided by the proposed Express Lanes increases traffic performance in the corridor.

The SR-91 Express Lanes are used by motorists in all income groups.

The proposed Express Lanes do not eliminate the HOV lanes. HOVs meeting the occupancy requirement will use the Express Lanes free. With respect to the change in the occupancy requirement proposed for the Express Lanes in Alternative 3, see Common Response – Opposition to Tolling.

Comment PC-H43-23

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-H44

Comment PC-H44-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Responses to Comments PC-H3-1 and PC-H3-2 and Common Response – Almond Avenue Soundwall.

Comment PC-H44-2

Please see Response to Comment PC-H3-4 and Common Response – Property Values.

Comment PC-H44-3

The results of the Noise Study Report show that the future predicted peak-hour traffic noise levels at your property (Receptor R5.17) in Seal Beach would increase by 1 dB in comparison to the existing traffic noise with or without the project by the design year of 2040.

Please also see Common Response – Noise/Noise Analysis.

Comment PC-H44-4

Please see Response to Comment PC-H14-2 and Common Responses – Air Quality and Health Risks.

Comment PC-H44-5

Please see Responses to Comments PC-H3-1 and PC-H3-2 and Common Response – Almond Avenue Soundwall.

Comment PC-H44-6

Please see Response to Comment PC-H6-2 and Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-H44-7

Please see Responses to Comments PC-H3-1 and PC-H3-2 and Common Response. – Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property.

Response to Comment Letter PC-H45**Comment PC-H45-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The proposed Express Lanes would utilize congestion management pricing. When there is too much traffic traveling and volume is at a point that congestion reduces travel speed and makes travel time in the Express Lanes unreliable, toll rates are increased to ensure free-flow conditions. This restores trip reliability. Conversely, when the Express Lanes are underutilized, tolls are decreased, allowing more motorists to use the Express Lanes, which also helps reduce congestion in the GP lanes. Please also see Response to Comment PC-H15-1 and Common Responses – Preferred Alternative Identification, Replacement of Fairview Road Overcrossing/ Truncation of Tolloed Express Lanes, and Opposition to Tolling.

Response to Comment Letter PC-H46**Comment PC-H46-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Sections 3.2.6 and 3.2.7, project-related emission and noise levels associated with the build alternatives would be less than the future No Build Alternative. Please also see Response to Comment PC-H15-1 and Common Responses – Preferred Alternative Identification, Noise/Noise Analysis, Air Quality, Health Risks, and Opposition to Tolling.

Response to Comment Letter PC-H47**Comment PC-H47-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-H48

Comment PC-H48-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-H49

Comment PC-H49-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Traffic in the I-405 corridor from SR-73 to I-605 has been thoroughly studied, and a summary of the study findings is included in Section 3.1.6 of the Draft EIR/EIS. The Traffic Study is available for your review on the Caltrans District 12 Web site (<http://www.dot.ca.gov/dist12/405/index.htm>).

This page intentionally left blank.